CITY OF KIRKLAND CAPITAL IMPROVEMENT PROGRAM 2015 TO 2020

PROJECT #	NM 0024 301
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Dave Snider

PROJECT	KING COUNTY EASTSIDE RAIL ACQUISITION IN NORTH KIRKLAND	"	
TITLE			
PROJECT	Eastside Rail Corridor 132nd Ave NE to North City Limits	PROJECT START	PROJECT STATUS
LOCATION		2018	New Project

DESCRIPTION/JUSTIFICATION

The Cross Kirkland Corridor (CKC) currently ends at 132nd Avenue approximately 1.3 miles south of the Kirkland city limits. This project will acquire the portion of Eastside Rail Corridor that is within the city limits but is not currently owned by the City. This will allow Kirkland to own and maintain the CKC within the city limits, proceed with trail development and make the corridor more accessible to Kirkland residents.

REASON FOR MODIFICATION (WHERE APPLICABLE)

POLICY BASIS
Transportation Master Plan
Active Transportation Plan

COUNCIL GOALS
Balanced Transportation
Economic Development
Parks, Open Spaces & Recreational Services

METHOD OF FINANCING (%)				
Current Revenue	100 %			
Reserve	0 %			
Grants	0 %			
Other Sources	0 %			
Debt	0 %			
Unfunded	0 %			

CAPITAL	Prior							2015-2020	Future	Total
COSTS	Year(s)	2015	2016	2017	2018	2019	2020	TOTAL	Year(s)	Project
Planning/Design/ Engineering	0	0	0	0	0	0	0	0	0	0
In-House Professional Svcs.	0	0	0	0	0	0	0	0	0	0
Land Acquisition	0	0	0	0	300,000	300,000	0	600,000	0	600,000
Construction	0	0	0	0	0	0	0	0	0	0
Comp. Hardware/ Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	300,000	300,000	0	600,000	0	600,000
NEW MAINT. AND										
OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	No impact for acquisition.
Community economic impacts	Development of the CKC has proven to be an economic stimulus for parts of the City.
Health and safety, environmental, aesthetic, or social effects	Project provides corridor for multi-modal transportation.
Responds to an urgent need or opportunity	Facilities need to be constructed on a priority basis to meet the non-motorized level of service as set forth in the Comprehensive Plan.
Feasibility, including public support and project readiness	Acquisition is fully feasible.
Conforms to legal or contractual obligations	Property would be obtained legally.
Responds to state and/or federal mandate	N/A
Benefits to other capital projects	Allows for future development of the CKC.
Implications of deferring the project	May increase cost or difficulty in future acquisition.
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachment (Specify)
LEVEL OF SERVICE IMPACT	 □ Project provides no new capacity (repair, replacement or renovation). ☑ Project provides new capacity. Amount of new capacity provided: approx. 1.3 mile trail □ Project assists in meeting/maintaining adopted level of service. □ Project required to meet concurrency standards.